

In this Issue:

Newsletter, November 2007

- **Message from our Chapter President**
- **Christmas Dinner and Awards Night: December 13, 2007**
- **Legendary Homebuilder Bill Goldfinch dies on October 2, 2007
Read about his one-of-a-kind project: The Colditz Cock**

Notice of Meeting:

Thursday, November 29, 2007 at 7:30 PM

Topics:

Frank Hofmann will give a talk about winter flying

Location:

**Room 204
Penfield Building
John Abbott College
Ste. Anne de Bellevue**

This month's contributors:

**Michel Moreau
Austin Straw**



Bill Goldfinch (left) and Jack Best watching the first flight of a reconstruction of the glider they had built at Colditz

President: Michel Moreau
514-694-2129
mjmorea@videotron.ca

Membership Director:
Ross Holden
rossholden46@hotmail.com

Treasurer and Newsletter
Assistant: Roberto Cea-Campo
450-732-1355
jrceacampo@yahoo.com

Past President: John Dudkoff
514-428-1233
jad@progression.net

Secretary & Webmaster:
David Cyr
514-762-3340
davidjcyr@hotmail.com

Program Director: Scott Black
scott-black@sympatico.ca

Newsletter Editor: Mike Lustig
514-620-4282
514-855-7305 (O)
mike.lustig@progression.net

Catering: Robert Hope
450-264-3264

Librarian: Ed Hannaford
613-347-1201
skybranch@primus.ca

Dicom Liaison: Stan Michaleski
(514) 636-1895
michaleski@sympatico.ca

Technical Counselor: Frank Hofmann
514-696-4572
fhofmann@sympatico.ca

Check out our website at: <http://eaa266.org>

A word from our Chapter President...**Michel Moreau**

At the October meeting my nomination as new president of Chapter 266 was ratified so here I am writing my first President's message. It will be short; I had warned my colleague directors that I was not a writer.

Last month I had to leave that meeting immediately after Gary Gutsche's presentation but I was told that it was followed by lot of discussions, questions. People wanted to take a close look at the parts that he had brought with him. I was clearly an interesting subject and Gary is a very talented person, always making improvements to his airplane. A true homebuilder!

For the coming meeting, I am glad to announce that the evening speaker will be Frank Hofmann, our Technical Advisor. Frank's presentations are always enlightening. He will talk this time about winter operations, "protecting our asset and our lives", in a way. We are extending a warm invitation to all St Lazare Club members to attend this presentation.

In December, we usually replace the monthly meeting by a supper. This will be the case this year again. We will have it at Le Corail as we have in the past, on December 13, at 18:30. We would like to welcome the St Lazare Club members for this occasion also.

I am glad to report that Chapter member Bill Evans has successfully flown his Sonerai II.

Following John Wyman and Gord Larsen flight tests he strapped himself in the back seat at Cornwall airport and went for it under the supervision and guidance of Bruce Olson. A great team approach! We are fortunate to have such an asset of experienced pilots at the Chapter. All went well, but Bill reports that the airplane is not an easy one to fly.

Finally, I am also glad to announce that Scott Black has accepted the position of Program Director. I am sure that Scott with his engineering experience at Bombardier will bring new ideas. We could do with more directors, so don't be shy!

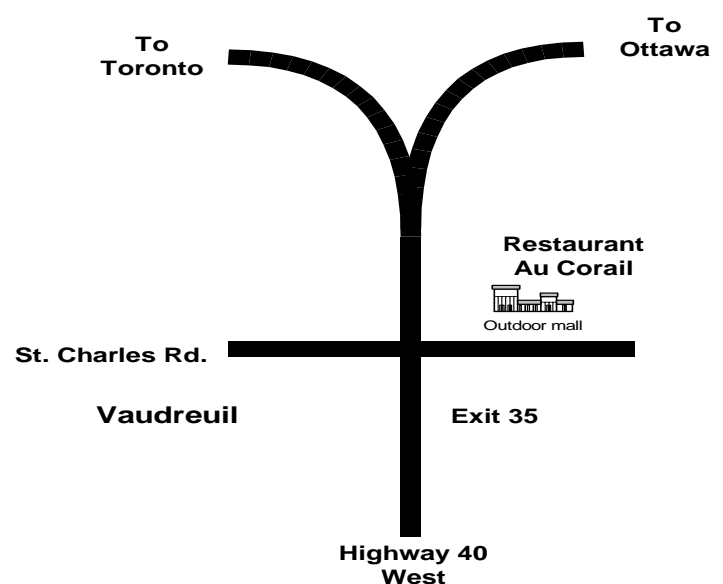
Happy building and flying!

Mmoreau

Christmas Dinner and Awards Night**December 13, 2007**

In conjunction with the St. Lazare Flying Club, your executive again invites you to a supper get-together, to be held at the "Au Corail" restaurant, on Thursday, December 13 at 18:00, with supper at 18:30. We hope to see as many of you as are able to come. The restaurant is licensed, serving wine, beer and liquor.

The Restaurant Au Corail is located at Exit 35 on Highway 40 going west. It is the first building west of St. Charles Road, in Vaudreuil-Dorion. St. Charles Road is the first cross street you will come to after exiting Highway 40 at Exit 35. It has a green roof and is behind the gas station that faces St. Charles Road. They may be contacted at (450) 424-2144.

**Contact Us!**

<http://eaa266.org>

Bob Goldfinch and the Colditz Cock**a suggestion from Austin Straw**

The following story has been extracted from an obituary originally published in the Daily Telegraph in Britain on October 12, 2007. See:

<http://www.telegraph.co.uk/news/main.jhtml?xml=/news/2007/10/12/db1201.xml>

“ ...

Flight Lieutenant Bill Goldfinch, who died on October 2 aged 91, designed the glider built in the eaves of Colditz Castle, as part of the most audacious of all the projected escapes from the Second World War's most famous prison camp.

He and one of his fellow prisoners, Tony Rolt, a racing driver, realized separately that the roof of the 11th-century Saxon fortress, several hundred feet above the local town, would make a perfect launching point.

Goldfinch drew up plans for a craft which could fly over a river and land on a green field 500 yards away.

Known as the "Colditz Cock", it was approaching completion when the camp was relieved by the Allies on April 16, 1945.

For a long time after the war the glider was largely dismissed as a wartime myth, since the only evidence seemed to be a single photograph, said to have been taken by an American soldier.

But Goldfinch, a private man, had kept his drawings, which enabled a miniature version, about one-third the size of the original, to be constructed.

It was eventually launched from the castle roof in 1993, when a party of former prisoners visited the castle; and six years later Channel 4 commissioned the glider to be built to Goldfinch's original specifications for the television series *Escape from Colditz*, which appeared in 2000.

The construction was undertaken in Hampshire, using modern technology, while Goldfinch and Flight Lieutenant Jack Best (who died in 2000) eagerly observed and commented on its progress.

When the glider was finally launched for a three-minute flight, reaching 700ft at RAF Odiham, about a dozen of the veterans who had worked on the original more than 55 years earlier proudly looked on.

Leslie James Edward Goldfinch, who was known as Bill, was born on July 12 1916 at Whistable, Kent. He was a second lieutenant in the Royal Engineers (TA) from 1935 to 1939.

After enlisting in the RAF he began training at Martlesham Heath, Suffolk, was then sent to Rhodesia and completed his operational training in Egypt. Posted to No 228 Squadron, flying Sunderlands, he took part in two epic sorties during the evacuation of Greece.

On April 25 1941 52 RAF men were rescued and flown to Kalamata, where a further 20 were picked up. The grossly overloaded Sunderland failed to get airborne on its first attempt, but after a five-mile run on its second attempt, it staggered into the air and headed for Suda Bay, Crete.

Goldfinch and his crew were immediately ordered to return to Kalamata. As the aircraft attempted to land in the dark it hit an object in the water and sank. Goldfinch was one of four survivors from the crew of 10. Badly injured, he was taken to a military hospital, where he met Best, who had also crashed off southern Greece.

The hospital fell into German hands some days later. First they were sent to Stalag Luft I near the Swiss border, where Goldfinch started to dream of building a bi-plane glider which — with the aid of a rope and a strong wind — might be launched over the wire to reach nearby woods.

At Stalag Luft III he toyed with the idea of a gyroplane, but the practical difficulties led him and Best to switch to "moling".

Emerging from their tunnel outside the perimeter fence, they set off for an airfield, where they hoped to steal an aircraft. But, finding all the planes securely locked, they headed for the Oder River, where they discovered a rowing boat.

They then drew attention to themselves by rowing on the wrong side of the river, and were captured as they slept on the bank. With established reputations as "bad boys", the pair was dispatched to Colditz, where they were known as "the two old crows" or "the wicked uncles".

They proved themselves the finest craftsmen in the camp, according to Pat Reid, the chairman of the escape committee; he noted that Goldfinch's equanimity made him the kind of man "who would survive in a lifeboat after weeks of exposure, long after the other occupants had gone overboard".

It was while watching the snowflakes drifting in the wind that Goldfinch realized a launch from the roof would be like a dive into a swimming pool.

Some prisoners simply laughed when first told of the idea, and since the execution of 50 prisoners who had taken part in the "Great Escape" from Stalag Luft III the Allied High Command had discouraged further escape attempts.

But it was a year since the last successful break from Colditz, and the camp escape committee recognized that the proposal would provide a good opportunity to divert the younger prisoners' energies.

Goldfinch was aided by his discovery in the prison library of Aircraft Design, a two-volume work by CH Latimer which explained the necessary physics and engineering and included a detailed diagram of a wing section.

There was no indication as to how this invaluable textbook had arrived in the castle, or why the Germans had permitted it to remain. One theory was that building an aircraft seemed so impossible that even the most desperate Englishman would not consider it.

Goldfinch duly started on his meticulous drawings for a craft with a 33ft wingspan which, with two men aboard, could be launched into the wind at 31 mph. A secret workshop behind a false wall was devised in an attic above the chapel.

Best took on the practicalities of making the tools, the Canadian "Hank" Wardle helped with the construction, and Rolt was the overall organizer; they were joined by 12 "apostles" and then by 40 "stooges", who acted as lookouts.

On the day of the flight a hole was to be made in the wall of the attic and the glider hauled on to the roof, where it would have its wings attached. It was then to be launched by a catapult system, with an earth and concrete-filled bathtub weighing one ton being dropped from the roof to the ground.

Goldfinch, however, favored using 10 men with a rope, though they would have had to land on mattresses below.

On the morning the camp was liberated he and Best brought down the different sections to the British quarters and assembled them for the first time, showing the craft to some astonished GIs. When they left the castle two days later Goldfinch took his drawings, but the glider had to be left behind.

An attempt to retrieve it later met with no co-operation from Colditz's Russian masters. The townspeople believe that it was either burnt for firewood by the Russians or deliberately destroyed because its growing fame was irritating the new East German authorities.

After the war Goldfinch settled with his wife Pauline and their daughter at Poole, Dorset, where he was borough engineer. On retiring as acting city engineer of Salisbury in 1974, he devoted himself to his love of flying and making aircraft. He built a Luton Minor in the 1970s, which he flew regularly from Old Sarum flying club until he was in his late eighties.

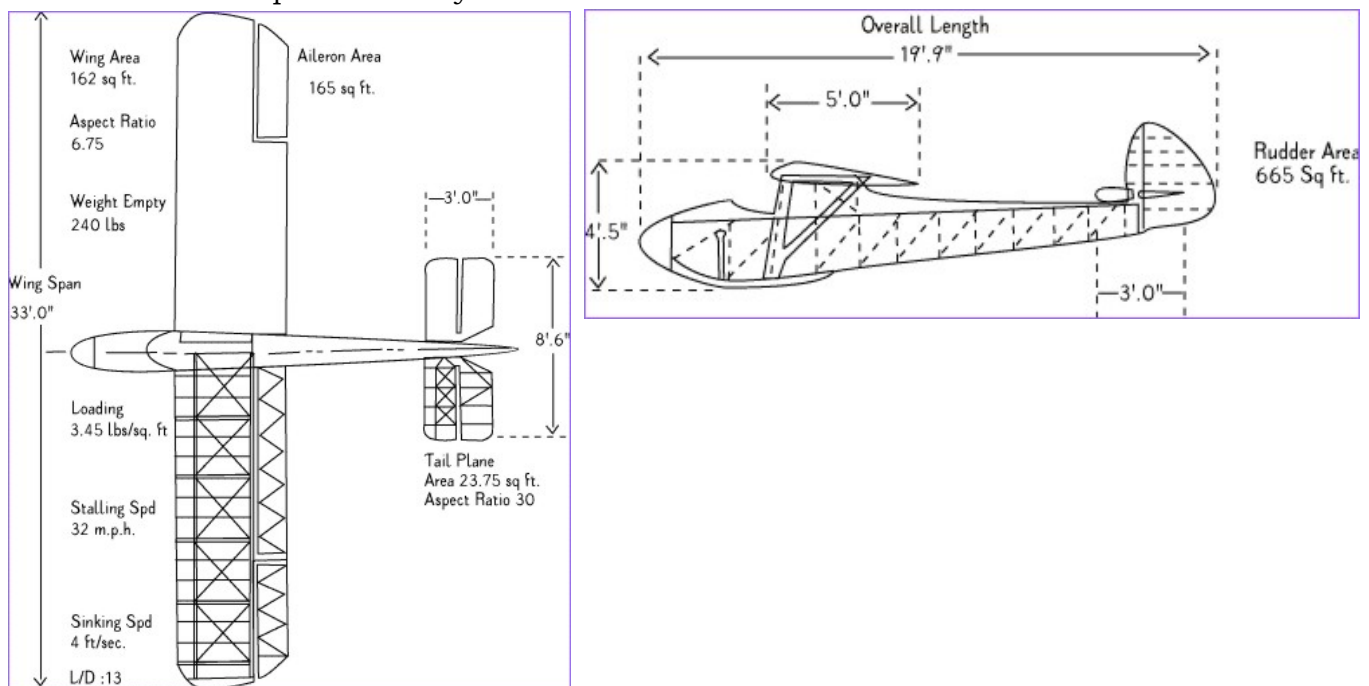
Over the last 11 years Bill Goldfinch had worked for five days a week, with secondhand materials, on his version of a seaplane which had been developed for the US Navy in the 1920s. It was to have had its second taxiing trials the day after he died.

...”

For more on the Colditz Cock design and construction details, be sure to visit:

<http://www.fiddlersgreen.net/AC/aircraft/Colditz-Glider/info/info.htm>

Here are some samples of what you will find there:



Unclassified

Free Ads for Paid-Up Members

Doug Friend is selling his Falco F8-L.

Location: St. Hyacinthe, QC (CSU3)

Registration # C-FKWF

Year completed: 1994

Total Time: 194.9 hours

Last Annual: February 2007

Kit Mfr's site: <http://www.seqair.com/>

The Falco is an Italian designed, low wing, all wood construction aircraft with retractable gear and a constant speed prop. It features a one piece spar.

Doug purchased from the aircraft's builder, Dwight Lapeare in July 2004. It can be viewed at

<http://www.falcoforsale.com>

Phone: 514-772-0535.

Contact Us!

<http://eaa266.org>

Unclassified**Free Ads for Paid-Up Members**

For sale:- see Ron Hills, or call him at 514-684-6581

1. Firewall forward kit for installation of Subaru E-81 Stratus engine on Avid aircraft. Kit includes cowling, engine mount, radiator, all fittings, hoses, and drawings (everything except engine).
2. Set of drawings for Acro Sport II biplane

1961 Piper Colt PA22-108 O235-C1B Lycoming, climb prop (43 pitch). TTAF 2708 Engine 1522. Univar Sealed Struts, Day or Night, Droop Wingtips. Federal 2000 main skis, NA1200 nose ski included. Wing and tail recovered 1994. Bendix Com 720 ch. Needs annual. Asking \$20,000 CDN. Call **Dave Downing** 613-632-0941 days, 613-632-6850 evenings.

Tie Downs & your Hangar Space now available at CLA6 25 min. from Isle au Torte Bridge off Hwy 401:

Lancaster Airpark Inc: N45 12.00' W074 21.75'. 145' ASL

2400ft x 125ft grass runway 07/25

22111 Old Hwy #2, Bainsville, ON Call **Gord Larsen**...514-697-5259 or 514-262-2470

VOLMER AMPHIBIAN Unfinished - fuselage almost done and primed. All cables for motor, tail feathers, all instruments, gear etc. in place. Aeronca Wings have to be rebuilt. New Ceconite for wing and tail feathers ready for covering. Lycoming 0290D engine 0 time, needs mags and carburetor. New gaskets, seals and SS flanges (\$2,000 worth of new parts and coverings). Motor brackets and mounts included. Asking \$15,000 obo. No reasonable offer refused. Call **Jerry Adams** at 613-525-4532 or email: jerryadams247@hotmail.com

Continental 90HP engine w. 4 certified cylinders, Stromberg carb, carb heat box, bracket filter, C-150 mufflers, engine mount, RPM, mags. Believed to have less than 50 SMOH. 2 cylinders currently removed for engine inspection. Call **Pierre Leduc**: 514-817-8421

Numerous PEGAZAIR 100 construction jigs available, contact **Neil Goldberg** at 514-231-8189

Mustang II for sale \$64,000 US see http://www3.sympatico.ca/fhofmann/plane_for_sale.html
Aircraft parts see <http://www.eaa266.org/eea266-classifieds.htm>. For further information call **Frank Hofmann**: 514-696-4572



Laurentide Aviation

Cedars Airport Unicom: 123.5

Tel: (450) 452-4882 Fax: (450) 452-4405

E-mail: laurentide@sympatico.ca

<http://www.laurentideaviation.com/>

*** SERVICES**

- Aircraft Parking and Tie down
- Fuel 100LL and Oil (Available in bulk.)
- Hangar and Plug-in
- Restaurant

*** MAINTENANCE**

- Owner Assisted Maintenance (Heated Hangar)
- Parts
- Inspections
- Calibrations
- Engine and Radio Work

*** FLIGHT TRAINING**

- Recreational to ATPL
- Advanced Training - Night/VFR OTT/ Instrument Simulator



Print - Fill Out - Bring to Meeting or Mail in

EAA Chapter 266 Membership Application:

New:___ Renewal:___ Date:___/___/___

EAA Number _____

Exp Date:___/___/___

Name: _____

Address: _____

City/Town: _____

Prov:_____ Postal Code:_____

Phone:(___)___-___ H (___)___-___ W

E-mail: _____

Distribution Preference: E-mail___ Post___

Aircraft & Registration(s):

Other Aviation Affiliations:

COPA:___ RAA:___

Other: _____

Annual Dues: Sept 1st to Aug 31st: \$25

Make cheque payable to: EAA Chapter 266

Mail to: M. Moreau

238 Sherwood

Pointe Claire, QC H9R 2R8

Contact Us!

<http://eaa266.org>